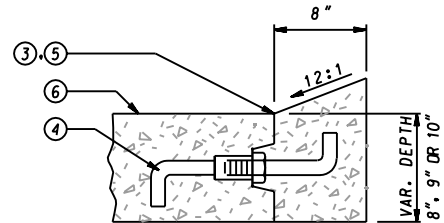


**DEPRESSED COMBINATION  
CONCRETE CURB & GUTTER**



**DEPRESSED  
CONCRETE CURB**

- ① SLOPE GUTTER PAN  $\frac{1}{2}$ " PER FOOT TOWARD FLOW LINE ON ALL ROADWAYS INCLUDING SUPERELEVATED SECTIONS, EXCEPT INTERCHANGE RAMPS.
- ② PROVIDE KEY AND LONGITUDINAL TIE BAR AS REQUIRED: SEE NOTE A
- ③ ROADWAY PAVEMENT CONSTRUCTION JOINT
- ④ LONGITUDINAL TIE DEVICE "J" BAR MODIFIED
- ⑤ FLOW LINE
- ⑥ ROADWAY PAVEMENT SLOPE

### NOTES

- A. RIGID PAVEMENT ROADWAY ADJACENT TO COMBINATION CURB AND GUTTER AND CLOSED SECTION ROADWAY USING RIGID PAVEMENT WITH COMBINATION CURB AND GUTTER SHALL BE KEYED AND TIED AT THE ROADWAY PAVEMENT CONSTRUCTION JOINT. REFER TO STANDARD MD 572.61 FOR METHOD OF KEYWAY AND LONGITUDINAL TIE DEVICES. SPACING OF THE TIE BARS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS. RIGID PAVEMENT AND CURB SHALL BE CONSTRUCTED AS INDICATED. TIE DEVICES AND KEYS ARE NOT REQUIRED WHEN USING FLEXIBLE PAVEMENT FOR ROADWAY.
- B. MAXIMUM JOINT SPACING FOR CONCRETE CURB AND COMBINATION CURB & GUTTER IS 10'. SEE SPECIFICATION FOR LOCATIONS AND DESCRIPTION OF TREATMENT FOR THE TYPES OF JOINTS USED.
- C. PAYMENT FOR DEPRESSING THE CURB OR CURB & GUTTER WILL BE INCIDENTAL TO THE CONTRACT UNIT PRICE BID PER LINEAR FOOT FOR THE ITEM CONCRETE CURB OR COMBINATION CONCRETE CURB AND GUTTER, AS SPECIFIED IN THE CONTRACT DOCUMENTS.

SPECIFICATION 602	CATEGORY CODE ITEMS		<div>Maryland Department of Transportation</div> <div>STATE HIGHWAY ADMINISTRATION</div> <div>STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES</div> <div>DEPRESSED CONCRETE CURB AND COMBINATION DEPRESSED CONCRETE CURB &amp; GUTTER FOR SIDEWALK RAMPS</div> <div>STANDARD NO. MD 620.03</div>
APPROVED	<div>Kirk G. McCall</div> <div>DIRECTOR - OFFICE OF HIGHWAY DEVELOPMENT</div>		
<div>SHA</div> <div>State Highway Administration</div>	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION	
	APPROVAL 2-10-04	APPROVAL 3-31-04	
	REVISED	REVISED	
	REVISED	REVISED	
	REVISED	REVISED	